



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | DEL RIO, TX | Accident Number: | FTW89LA122 |
| Date & Time: | 07/01/1989, 0900 CDT | Registration: | N579LD |
| Aircraft: | CESSNA 206 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 4 None |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT RPRTD THAT DURING A LANDING, THE ACFT BALLOONED BEFORE TOUCHDOWN. HE SAID HE TRIED TO LEVEL THE PLANE, BUT IT TOUCHED DOWN, NOSEWHEEL FIRST. IT THEN PORPORPOISED SEVERAL TIMES & THE NOSE GEAR COLLAPSED. BEFORE STOPPING, THE ACFT SKIDDED OFF THE RIGHT SIDE OF THE RWY & WAS FURTHER DAMAGED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S IMPROPER FLARE AND IMPROPER RECOVERY FROM A BOUNCED LANDING, WHICH RESULTED IN A PORPOISE.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (C) PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. (F) LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Private | Age: | 52, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 02/08/1988 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 323 hours (Total, all aircraft), 211 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N579LD |
| Model/Series: | 206 206 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | | Serial Number: | 20605066 |
| Landing Gear Type: | Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | 0 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | IO-520-F |
| Registered Owner: | | Rated Power: | 300 hp |
| Operator: | DON NEWTON | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | DRT, 1000 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0850 CDT | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 8 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 7 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 130° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 27° C / 20° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 0800 CDT | Type of Airspace: | |

Airport Information

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|----------------------|--------------------|---------------------------|----------------------------|
| Airport: | DEL RIO INTL (DRT) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1000 ft | Runway Surface Condition: | Dry |
| Runway Used: | 13 | IFR Approach: | None |
| Runway Length/Width: | 5100 ft / 75 ft | VFR Approach/Landing: | Full Stop; Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 3 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 4 None | Latitude, Longitude: | |

Administrative Information

| | | | |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | RAY WALL | Report Date: | 06/28/1991 |
| Additional Participating Persons: | KEN TIPTON | | |
| Publish Date: | | | |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).